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FM AMEMBASSY JAKARTA
TO RULSDMK/DEPT OF TRANSPORTATION WASHDC IMMEDIATE
RUEANHA/FAA NATIONAL HQ WASHINGTON DC IMMEDIATE
INFO RUEHGP/AMEMBASSY SINGAPORE IMMEDIATE 5940
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UNCLAS JAKARTA 001077

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DEPT FOR EAP/MTS, EEB/TRA/AN, AND CA/OCS
SINGAPORE FOR FAA - WALSH

E.O. 12958: N/A
TAGS: [EAIR](#) [CASC](#) [ID](#)
SUBJECT: ANNOUNCEMENT OF FAA CATEGORY 2 DOWNGRADE OF
INDONESIA

REF: A. STATE 39366
[B](#). JAKARTA 906
[C](#). JAKARTA 931

[1](#)1. (U) This is an action request for the Department of Transportation and/or Federal Aviation Administration (FAA); please see para 6.

[1](#)2. (SBU) We delivered news of the FAA's decision to downgrade Indonesia to Category Two under the International Aviation Safety Assessment (IASA) program to Minister of Transportation M. Hatta Rajasa on April 4. In that meeting, FAA representatives noted that the FAA had reached the decision on an urgent basis without an IASA review. We also informed Rajasa of the likely imminent release of a downgrade announcement by the FAA. It appears on April 5, the FAA changed Indonesia's category rating on the IASA excel spreadsheet on its website to reflect Indonesia's new status.

However, there was no public announcement of the downgrade, and neither the U.S. nor Indonesian mainstream media has picked up the news.

[1](#)3. (SBU) Partially in response to the FAA's decision, Post held an Emergency Action Committee (EAC) meeting on March 29 (ref B) to discuss civil aviation issues. The EAC agreed to issue a warden message and suggest updates to the Consular Information Sheet (CIS) for Indonesia to update American citizens about the civil aviation situation in Indonesia. Post and Washington agreed on language for the CIS and warden message the week of April 9; both documents mention the FAA downgrade. In addition they recommend that American citizens flying to Indonesia should, "fly directly to their destinations on international air carriers from countries whose civil aviation authorities meet international aviation safety standards for the oversight of their air carrier operations based on the FAA IASA program". This recommendation, which may prove highly controversial here when it becomes public knowledge, follows directly from the FAA's decision to downgrade Indonesia's IASA rating.

[1](#)4. (SBU) In our view, neither the CIS nor the Warden message is an appropriate vehicle to announce a significant and potentially controversial FAA regulatory action such as the Indonesia downgrade. The CIS is posted on the State Department website without a press release, and the information relating to civil aviation is located on page 5 of the document. Embassy warden messages are posted on the Embassy website and sent electronically to American citizens, hotels, American businesses, and others. Media outlets in Jakarta do not receive the warden messages directly. Although the media would likely get wind of the downgrade from the warden message, neither the CIS nor Warden message

would explain the justification behind the downgrade. The FAA needs to publicize its decision-, not the Embassy.

Delay Impacting on Civil Aviation Reform

15. (SBU) Although we understand some trade press is aware of the FAA's action, delay in formally announcing the downgrade is also affecting our ability to leverage it into reforms to improve the civil aviation sector. Although officials at the Directorate General for Civil Aviation (DGCA) were taken aback in the April 5 meeting by the news of the imminent downgrade, and were initially open to a FAA Technical Review, they now appear to be backpedaling. In a meeting on April 11, DGCA Director of Safety, Iing Iskandar, thanked us for "keeping the downgrade out of the public eye." Iskandar also expresses hope that Indonesia could marshal documentation to upgrade their ranking prior to its release. Iskandar passed on Director General Budhi Suyitno's doubts about an FAA Technical Review and the funding mechanism for it.

16. (SBU) Finally, the lack of public information on the FAA's decision is impacting on the Embassy's ability to reach out to high level GOI officials, since, in the absence of public awareness of the issue, most do not see it as a high profile issue with much impact on Indonesian civil aviation.

Action Request

17. (SBU) We request the FAA/Department of Transportation issue its standard press release announcing the FAA downgrade, with appropriate supporting information, as soon as possible, preferably on April 16.

18. (SBU) Post appreciates the FAA's assistance and expertise and hopes prompt action can help increase the momentum for change in the Indonesian civil aviation sector.

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